



UNCTAD Assessment of the Impact of the IMO Short-Term GHG Reduction Measure on States





UNCTAD Assessment of the Impact of the IMO Short-Term GHG Reduction Measure on States



© 2021, United Nations

This work is available through open access, by complying with the Creative Commons licence created for intergovernmental organizations, at <http://creativecommons.org/licenses/by/3.0/igo/>.

The designations employed and the presentation of material on any map in this work do not imply the expression of any opinion whatsoever on the part of the United Nations concerning the legal status of any country, territory, city, or area, or of its authorities, or concerning the delimitation of its frontiers or boundaries.

Mention of any firm or licensed process does not imply the endorsement of the United Nations.

Photocopies and reproductions of excerpts are allowed with proper credits.

This publication has not been formally edited.

United Nations publication issued by the United Nations Conference on Trade and Development.

UNCTAD/DTL/TLB/2021/2

eISBN: 978-92-1-005855-1

Preface

In an ever interdependent and globalized world, countries share not only in growth and prosperity but also in crises and challenges. One such challenge is the global warming effect of climate change, and its implications for economies and societies developed and developing alike.

Like other economic sectors, maritime transport is at the forefront of the climate change challenge. A strategic industry handling over 80% of world merchandise trade by volume and more than 70% of its value being maritime transport, shipping and ports face the dual challenge of cutting their carbon footprint and building their resilience to withstand unavoidable climate change impacts better. Both climate change mitigation and resilience building are crucial to future-proofing the maritime transport sector.

UNCTAD commends and supports efforts under the International Maritime Organization (IMO) framework that aim to set clear goals, milestones, and regulations with a view to reducing Green-House-Gas emissions in shipping. With climate change being a global challenge and maritime transport an inherently international industry, the importance of collaborative global efforts and partnerships among key players from industry, government, and relevant international organizations cannot be overemphasized. Accordingly, and in line with the long-standing collaboration between the two UN-sister agencies, UNCTAD has worked closely, over the past year, with the IMO and contributed expert advice and substantive input into IMO's mandated assessment of the potential impact on States of the proposed short-term IMO GHG reduction measure.

In addition to reviewing the comprehensiveness of relevant impact assessments prepared by proponents of various concrete proposals setting approaches to carbon intensity reduction measures, UNCTAD has also carried out a thorough evaluation of the potential impact on States of the proposed IMO short-term measure before the adoption of relevant amendments to MARPOL Annex VI by the IMO Marine Environment Protection Committee (MEPC) in June 2021. This measure contains mandatory provisions addressing the technical efficiency of ships (the Energy Efficiency Existing Ship Index: EEXI) and their operational carbon intensity (the Carbon Intensity Indicator rating mechanism: CII).

The present report presents the main findings of the UNCTAD impact assessment as submitted to the IMO Secretariat and Membership, which constitutes an essential element of the broader Comprehensive impact assessment of the short-term measure approved by MEPC 76. Funding from the IMO GHG-TC Trust Fund has enabled this work and the completion of the UNCTAD Impact Assessment.

The aggregate global impacts of the proposed IMO short-term measure assessed in the UNCTAD report can be considered small compared to typical market variability of freight rates. Also, the global effect on GDP and trade flows can be regarded as minor compared to the long-term impact of other disruptions such as pandemics or climate change factors.

However, for some countries, the negative impacts of the IMO measure assessed in this report are relatively higher than for others. Aware of the resource constraints of some developing countries, including SIDS and LDCs, UNCTAD expects that some countries will likely require support to mitigate the increased maritime logistics costs and alleviate the consequent negative impact on their respective real income and trade flows.

The impact assessment reveals that countries most affected by climate change, are also those potentially most negatively affected by higher transport costs and lower maritime connectivity that may result from increased maritime logistics costs. UNCTAD's existing work has already shown that SIDS pay, on average, twice as much for the transport of their foreign trade than the world average. SIDS are confronted with remoteness and lower maritime transport connectivity which undermine the resilience and reliability of their transportation systems and increase their transport and trade costs. Providing technical and financial support to these countries is paramount to ensure that they can effectively contribute to climate mitigation action in maritime transport while also alleviating and adapting to any potential negative impact of new regulatory measures on their transport, connectivity, and sustainable development aspirations.

The conduct of an assessment of possible impacts on States before the adoption and implementation of the IMO short-term measure on GHG reduction in shipping constitutes an example of good practice in the field of regulatory governance. Insights gained will help anticipate and understand the potential negative impacts or unintended effects that may arise. It can also help ensure that the IMO measure achieves its set goals while, at the same time, taking into account relevant implementation and compliance costs that may arise.

Achieving the targets of the Initial IMO Strategy on reduction of GHG emissions from ships is crucial for sustainable development in an increasingly fragile, inter-linked, and complex global eco-system. Yet, navigating through the energy transition away from fossil-fuel-dependent combustion systems is still a significant challenge for the maritime transport industry. In this respect, the 2015 global Sustainable Development Goals (SDGs) and the 2030 Agenda for Sustainable Development have emphasized that achieving economic progress and development need not be at the expense of environmental protection and societal well-being.

In the interest of developing countries highly affected by climate change factors, UNCTAD considers it essential that policymakers aim at high ambition reductions of GHG emissions from shipping. Developing countries that may be disproportionately affected will require support, including through technical and financial assistance. Such assistance can include, among other things, measures to reduce transport costs and to provide support to trade facilitation reforms, modernization of ports, and climate adaptation action in maritime transport. In accordance with its mandate and within its resources, UNCTAD stands ready to support its members in this endeavour.

预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_8581

